

CHEVROLET TRUCKS 1961

*Pickups,
Chassis-Cabs
and Stakes—
Series C10, C20,
C30, C40*



BIG-SAVING PICKUPS

for extra style,
stamina and
cargo capacity



STEPSIDE MODEL C1404—Here's a handy hauler with select-wood floor and grain-tight tailgate. Running boards make side loading a snap. High 5,200-lb. maximum GVW with an unobstructed floor area 78" long and 50" wide. Stepside models C1504 and C2504 feature a 98" box for bigger loads.

FLEETSIDE MODEL C1434—Handsome and hard working with 5,200-lb. maximum GVW. There's plenty of cargo space with a wide pickup box and 78" body length. Fleetside pickup models C1534 and C2534 are available with a 98" box.

Look at a 1961 Chevrolet pickup! There are new styling refinements complemented by a gleaming enamel finish (up to 6 times harder than ordinary enamels!). And there's the road-smoothing action of Chevrolet Torsion-Spring Ride, owner proved on tough truck routes all over America—acclaimed by owners everywhere as the best answer yet to reduced truck wear and maintenance costs. *Dozens* of modern features make Chevy pickups the best in the business at keeping hauling profits up, costs down: big, roomy, built-to-last cabs and bodies, *high* GVW's ranging from 4,300 to 7,800 lbs. to match your job requirements . . .

husky grain-tight tailgates, convenient suspended pedals, positive key-turn starting, easy ball-gear steering, drop-frame construction for lower loading heights, and many more. Whether you select a stylish new Fleetside model with double walled sides or a handy Stepside model with convenient side running boards, you'll get more work done, more economically, with a '61 Chevy pickup!

And for power, there's a choice of the savingest 6-cylinder and V8 engines going: standard Chevrolet Thriftmaster 6 or optional, extra cost, Trademaster V8.



STEPSIDE MODEL C3604—This is a big one, with a maximum GVW of 7,800 lbs. Big-capacity pickup box is a full 108" long and 50" wide for hauling out-sized loads. Powered by the standard Thriftmaster 6 or Trademaster V8 (optional, extra cost).

In addition to the models described in this catalog, Chevrolet also offers twelve 4-wheel drive models. All come equipped with stronger-than-ever front axles and frames for bruising off-the-road treks. See 4-wheel drive catalog for details.



STURDI-BILT CHASSIS-CABS & STAKES

with a
worth-more,
work-more build

With GVW's ranging from 4,300 lbs. all the way up to 14,000 lbs., Chevrolet's 1961 Apache model chassis-cabs and stakes are built for extra-big, extra-profitable payloads. Every model features revolutionary Torsion-Spring Ride, now owner-proved for money-saving performance and durability. Rear coil or leaf springs work with torsion bar independent front suspension to reduce road shock; the result is faster safe speeds, more work done per day. Cab interiors are high, wide and comfortable. Wheelbases range from 115 to 157 inches to accommodate many special bodies, including yours. And you can choose either of two rugged, economy-minded engines: standard 135-hp Thriftmaster 6 or optional, extra cost, 160-hp Trademaster V8.



CHASSIS-CAB MODEL C3603 with special van body—With 10,000-lb. maximum GVW, you can pack in extra pounds of payload. Chevy chassis-cabs are ideal for nearly all special bodies.



CHASSIS-CAB MODEL C1403—Special utility body mounted on a 115" wheelbase chassis-cab demonstrates versatility; and 5,200-lb. maximum GVW allows for plenty of heavy equipment.



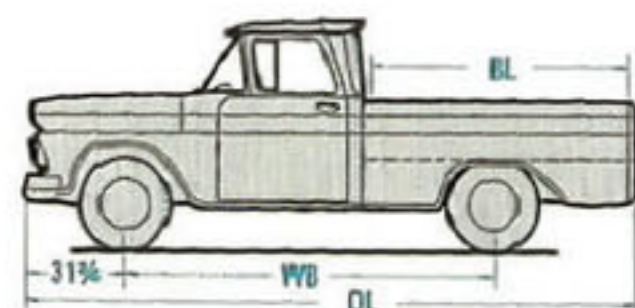
STAKE MODEL C4309—For farm, factory and many other specialized jobs, Chevrolet offers rugged 8-, 9- and 12-ft. hardwood stake bodies with maximum GVW's up to 14,000 lbs.

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FLEETSIDE PICKUPS

DIMENSIONS

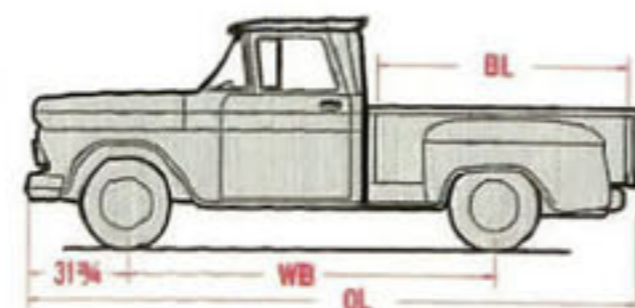
MODEL	WB	OL	BL
C1434	115	186 $\frac{3}{4}$	78 $\frac{3}{4}$
C1534	127	206	98
C2534	127	206	98



STEPSIDE PICKUPS

DIMENSIONS

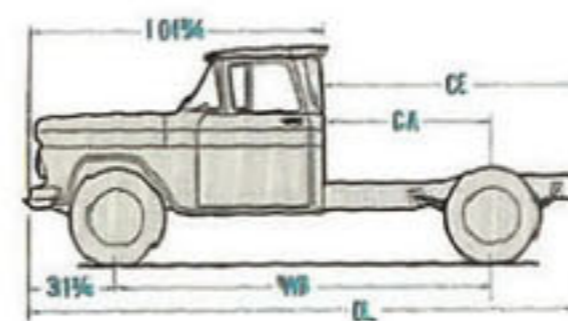
MODEL	WB	OL	BL
C1404	115	186 $\frac{3}{4}$	78 $\frac{3}{4}$
C1504	127	206	98
C2504	127	206	98
C3604	133	216 $\frac{3}{4}$	108 $\frac{3}{4}$



CHASSIS-CAB MODELS

DIMENSIONS

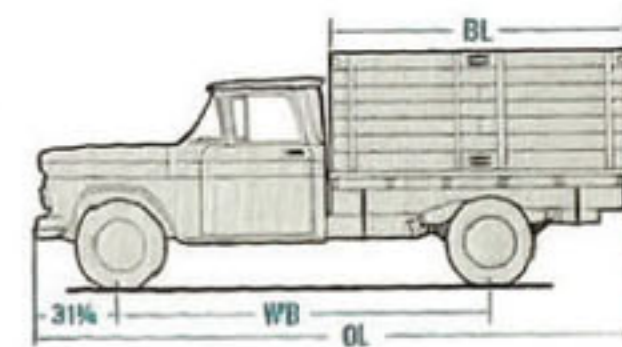
MODEL	WB	CA	CE	OL
C1403	115	42	75 $\frac{1}{2}$	180 $\frac{1}{4}$
C1503	127	54	95 $\frac{1}{2}$	200 $\frac{1}{4}$
C2503	127	54	95 $\frac{1}{2}$	200 $\frac{1}{4}$
C3603	133	60	107	211 $\frac{3}{4}$
C4103	133	60	95	199 $\frac{3}{4}$
C4303	157	84	131	235 $\frac{3}{4}$



STAKE MODELS

DIMENSIONS

MODEL	WB	OL	BL
C2509	127	210 $\frac{1}{4}$	98
C3609	133	221 $\frac{1}{4}$	109
C4109	133	221 $\frac{1}{4}$	109
C4309	157	256 $\frac{1}{2}$	144



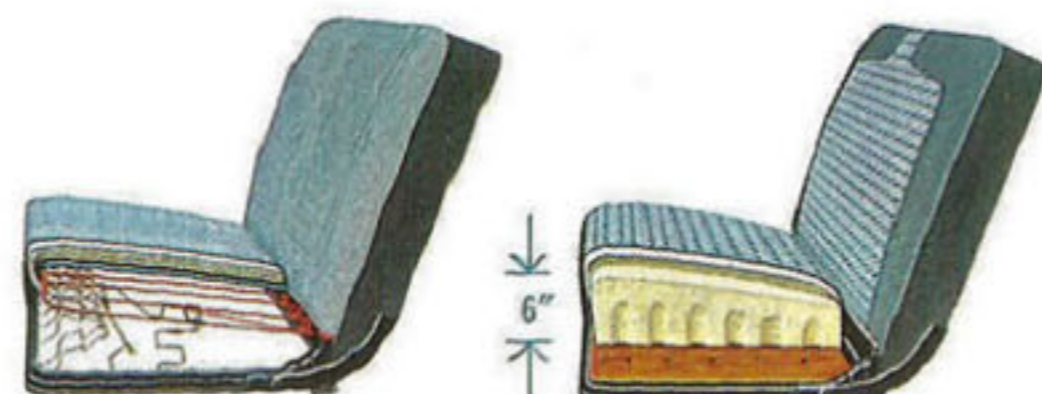


1961 COMFORT-KING CABS

for a better
day's work

1961 Chevrolet Comfort-King cabs come freshly fitted out with features that mean extra comfort, convenience and safety for drivers . . . added truck life and economy for owners.

Over-all cab design, for example, makes possible *lower floors* for easier cab entry and exit. Extra-wide seats with deep foam cushions provide solid seating comfort. The high, wide windshield means safer, more convenient viewing; and the electric windshield wipers with extra-long blades keep more of the windshield clear in bad weather. There's a world of room inside; plenty of head, hip, hat and leg room for three big men. Add to these such conveniences as suspended pedals, stylish see-at-a-glance instrument panel, and handsome interior appointments and you have the most pleasant "office on the road" yet. And, as you'll see on the next page, these new Chevy cabs are constructed to *last*, with minimum maintenance over the years.

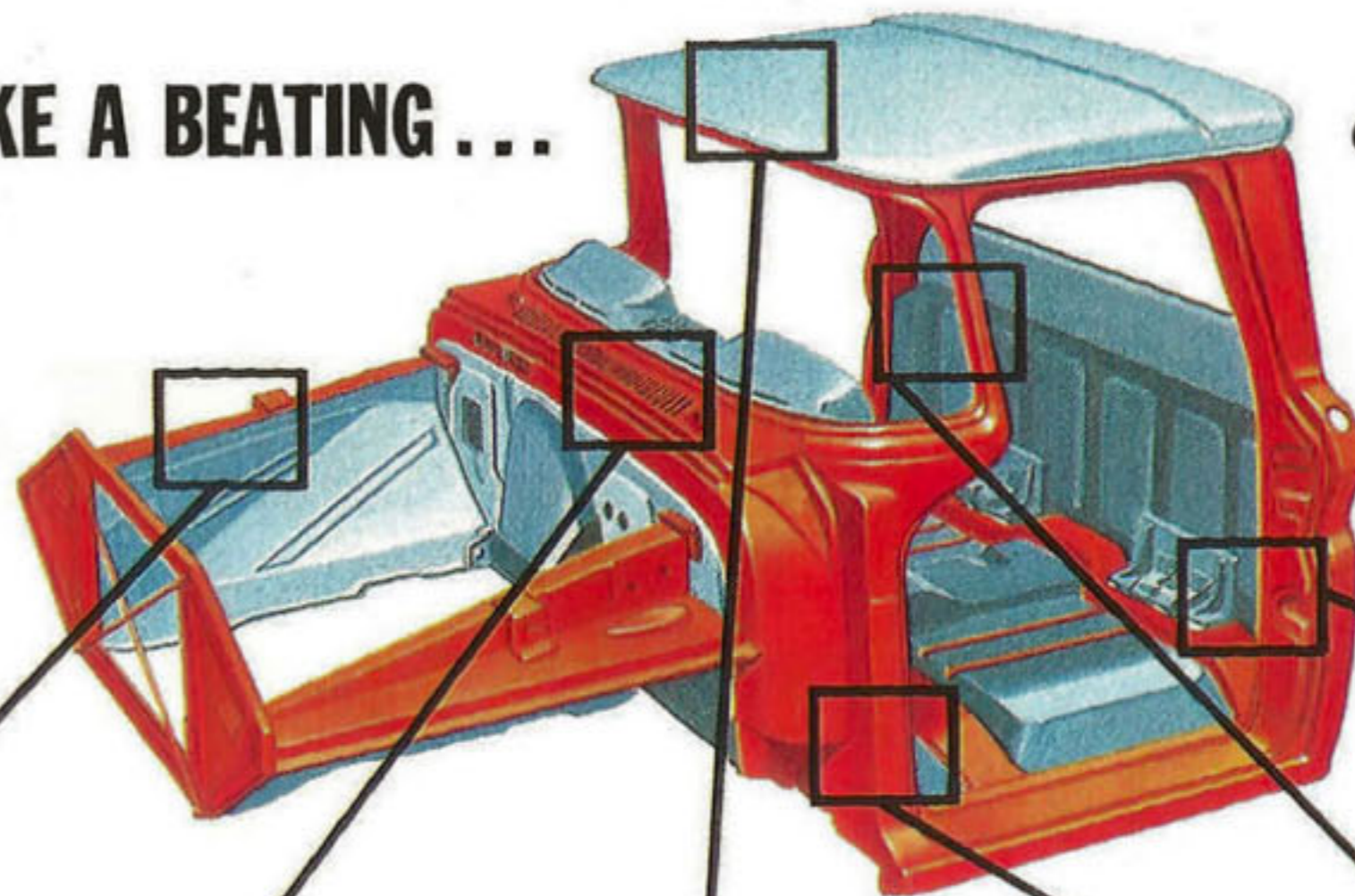


Standard Seat features a foam pad over a framework of flat, coil and S-wire springs designed for maximum support and comfort. Durable vinyl fabric covers seat and extends over cushion edge for longer seat life.

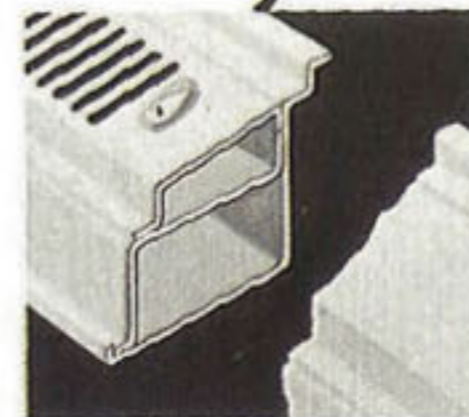
A Foam Rubber Seat featuring a 6-inch foam rubber cushion, a thick foam padding in the backrest and pin seal grain vinyl with nylon faced pattern cloth trim is included in the extra-cost custom comfort option.

BUILT TO TAKE A BEATING . . .

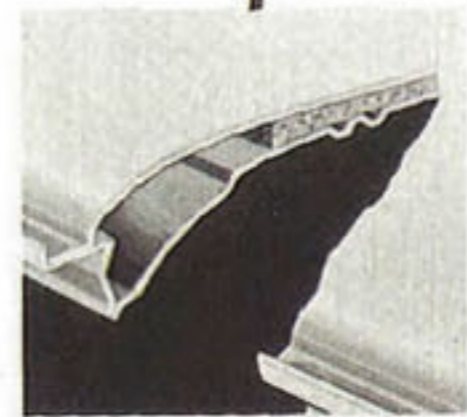
and keep on taking it!



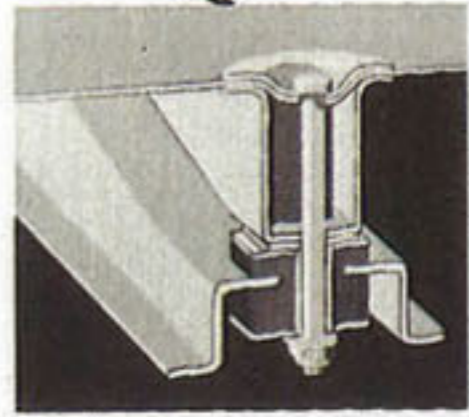
Shake-Free Front End Structure results from rigid assembly of side skirts and radiator support, forms a solid base for mounting fenders, grille and hood.



Double-Walled Cowl Arch forms massive box-girder bridging front of cab structure, lends extra rigidity and also houses High-Level ventilation system inlet.



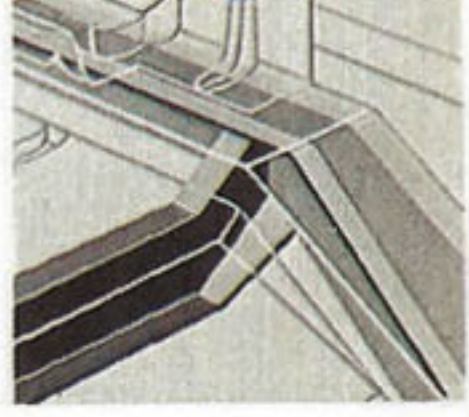
Deep-Sculptured Double Roof Panel is extra-rigid and heavily insulated, helps stiffen entire cab structure and keeps out noise, heat and cold.



Resilient Double-Cushion Cab Mounts support cab firmly, quietly, at four points. Deep cushions absorb frame deflections, isolate cab structure from strain.



Rugged Box-Section Pillars frame doorways in permanent alignment, help keep doors working smoothly and sealing tight with minimum maintenance.



Reinforced Floor and Toeboard Structure is solid-built to stay quiet, with rigid crossmembers, plus fore-and-aft sills extending forward to support toeboard.

CHOOSE FROM 4 CUSTOM EQUIPMENT GROUPS

You may specify one or any combination of the four extra cost option groups listed here. In this way, you can have your truck fitted out with the precise custom equipment you want.

CUSTOM APPEARANCE OPTION:

silver-anodized aluminum radiator grille and head-lamp door assembly . . . chrome-plated windshield reveal moldings . . . bright-metal upper rear quarter panel trim plates . . . special steering wheel with chrome horn ring . . . chrome-trimmed instrument panel control knobs . . . two-tone front door panel treatment.

CUSTOM COMFORT OPTION:

left-hand arm rest . . . right-hand sunshade . . . chrome cigar lighter . . . full 6-inch foam rubber seat cushion with special trim . . . special cab insulation . . . left-hand door outside key lock.

CUSTOM CHROME OPTION:

chrome-plated bumpers for Series 10 through 30 models . . . chrome-plated hubcaps for Series 10 through 30 models.

CUSTOM SIDE MOLDING:

a bright body side molding for Fleetside pickups only.

THE RIDE THAT SMOOTHS THE WAY TO A BIGGER DAY'S PAY

series
C10 & C20 chassis
C30 & C40 chassis

On hundreds of thousands of tough truck jobs everywhere, Chevrolet Torsion-Spring Ride has proved to be the best answer yet to low-maintenance, high-profit hauling. In glowing terms, owners of light-, medium-, and heavy-duty Chevis are reporting on the remarkable ability of this advanced truck suspension to protect cargoes and drivers from body-wracking bumps, allow faster safe speeds, lengthen truck life and reduce maintenance expense. And for '61, Torsion-Spring Ride is even better—refined to put out even more of the smooth, tough performance it's famous for. More than ever, it's a sure answer to a bigger day's work, a better day's pay.

CONTROL ARMS AND LATERAL STABILIZER (Series C14, C15, C25)—These rear suspension control arms maintain proper alignment of the axle. Driving and braking forces are taken by the double channel control arms, while side thrust is taken by the lateral stabilizer, leaving springs free to cushion truck and load with maximum effectiveness.

X-MEMBER CENTER SECTION—Frames in Series C14, C15 and C25 provide extra twist-resistant toughness with X-girder reinforcement between deep channel side rails. This special method of frame construction adds strength and rigidity to increase payload carrying ability.

STRONG BOX-SECTION SIDE RAILS—Front and rear side rail areas are box-sections. This construction combines the approximate torsional rigidity of a tube with the stiffness of an I-section for extra load carrying ability.

HUSKY BOX-SECTION CROSSMEMBER—Extra strength and rigidity is built into the front end of Chevy's frame, using a strong box-section front crossmember. It resists twisting and helps maintain frame alignment; provides a sturdy base for the torsion-spring independent front suspension system.

RIDE-BALANCED REAR SUSPENSIONS

tailored for top riding qualities and big payload capacity

DEEP COIL SPRINGS (Series C14, C15, C25)—Designed with a low deflection rate to cushion load more effectively. Road shocks that used to be harshly transmitted to the frame are effectively cushioned by these frictionless coil springs. Their wide positioning gives greater resistance to roll and sway and the rear suspension provides built-in understeer for safer truck control. For carrying maximum loads, heavy-duty rear coil springs are available at extra cost.

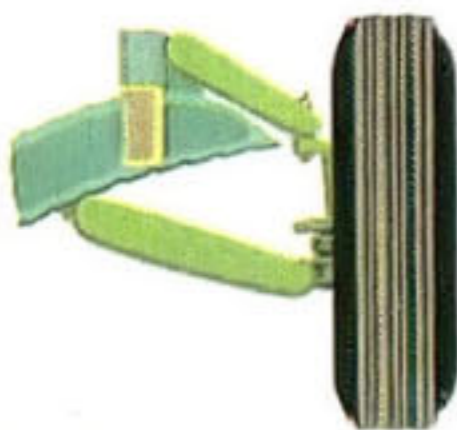
RESILIENT, LONG-LEAF SPRINGS (Series C36, C40)—These leaf springs are designed for improved ride, safer truck control and greater spring durability. Length, thickness and shape of each leaf, and positioning of clips are such that the spring has a very effective cushioning action.

RIGID DROP-FRAME CONSTRUCTION—Chevrolet light-duty trucks are lower in height because of the drop-frame design. This construction contributes to driver efficiency; makes it easier to get in and out of the cab, easier to load cargo. The lower frame also results in a lower center of gravity, providing greater load stability.

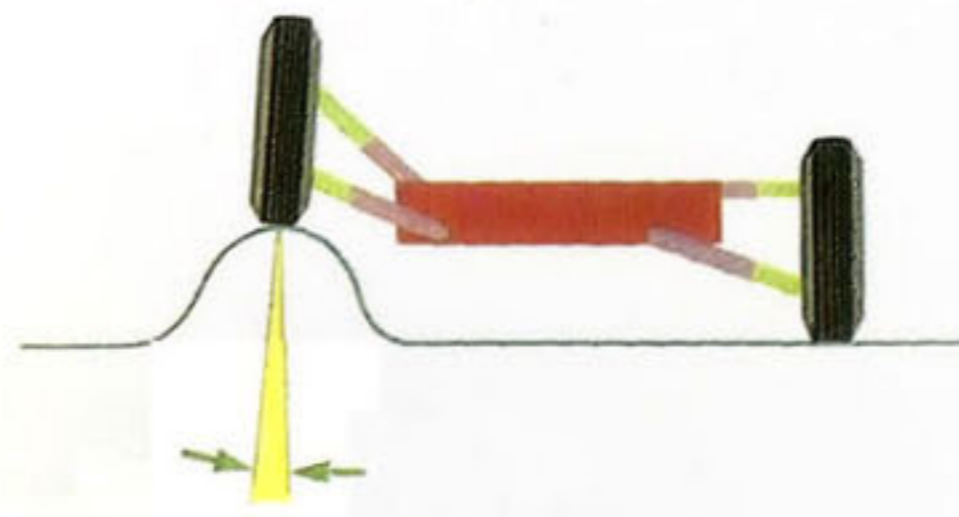
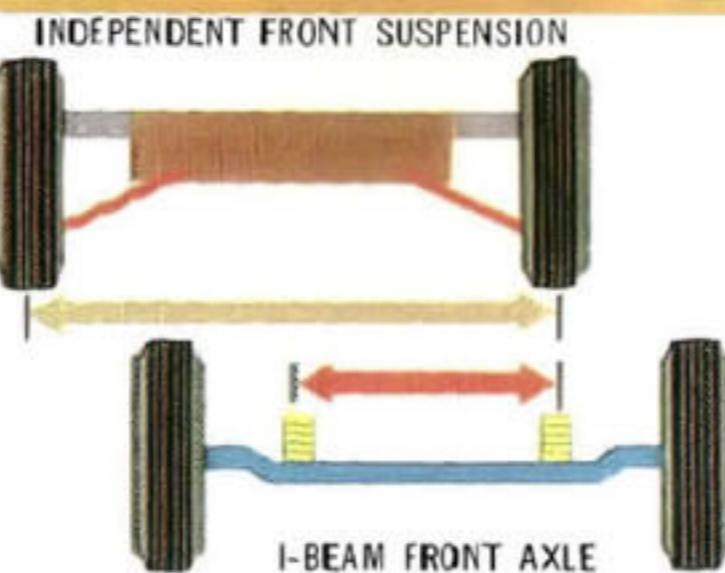
INDEPENDENT FRONT SUSPENSION

... lengthens truck and tire life.
Chevrolet for 1961 smooths the way to bigger earnings for truck owners with an independent front suspension system that improves truck performance like nothing else has before. Each front wheel, suspended independently of the other, is free to roll individually over bumps and ruts. At the same time, shock-resistant torsion bar springs absorb jars and jolts before they can reach the frame or cargo. And specially designed rear suspensions complement the front suspension perfectly. The over-all result is a new standard in truck performance. Truck handling characteristics are greatly improved; there's less roll and sway, less shimmy and wheel fight. And because objectionable road shocks are cushioned out, there's far less damage to truck, cargo and tires. Longer truck life, tire life, lower maintenance expense and reduced driver fatigue result. You get more work done, more economically, than ever before.

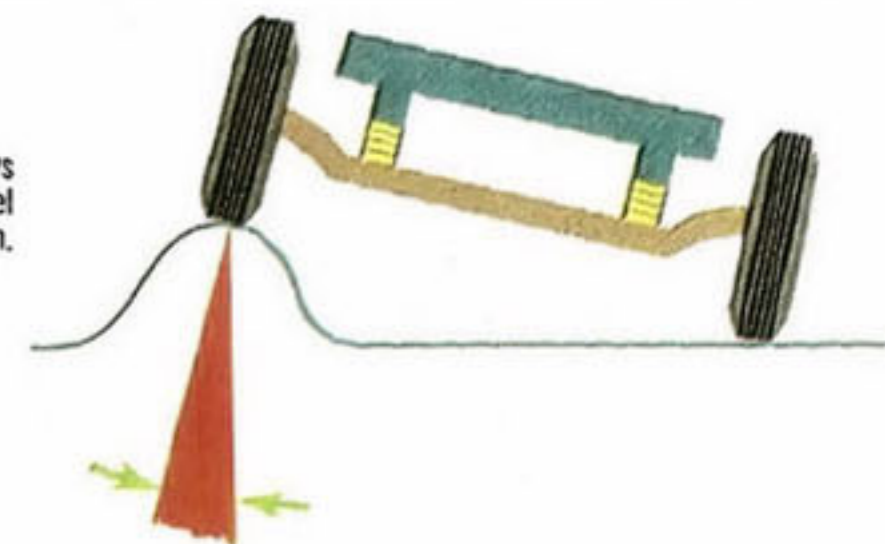
BALL JOINT SUSPENSION—Spherical ball joints in Chevy's independent front suspension system take the place of kingpins, bushings and thrust bearings. They reduce friction and make steering easier. These lubricated joints are designed for long life and minimum maintenance.



INCREASED ROLL STABILITY—Effective spring center width is almost doubled with independent front wheel suspension. An upper and lower control arm system projects effective spring centers outward to the center point of the tires. This gives greater roll stability and resistance to lean and sway. Through increased stability, these trucks can move cargo faster and more safely, make more big payload runs a day.

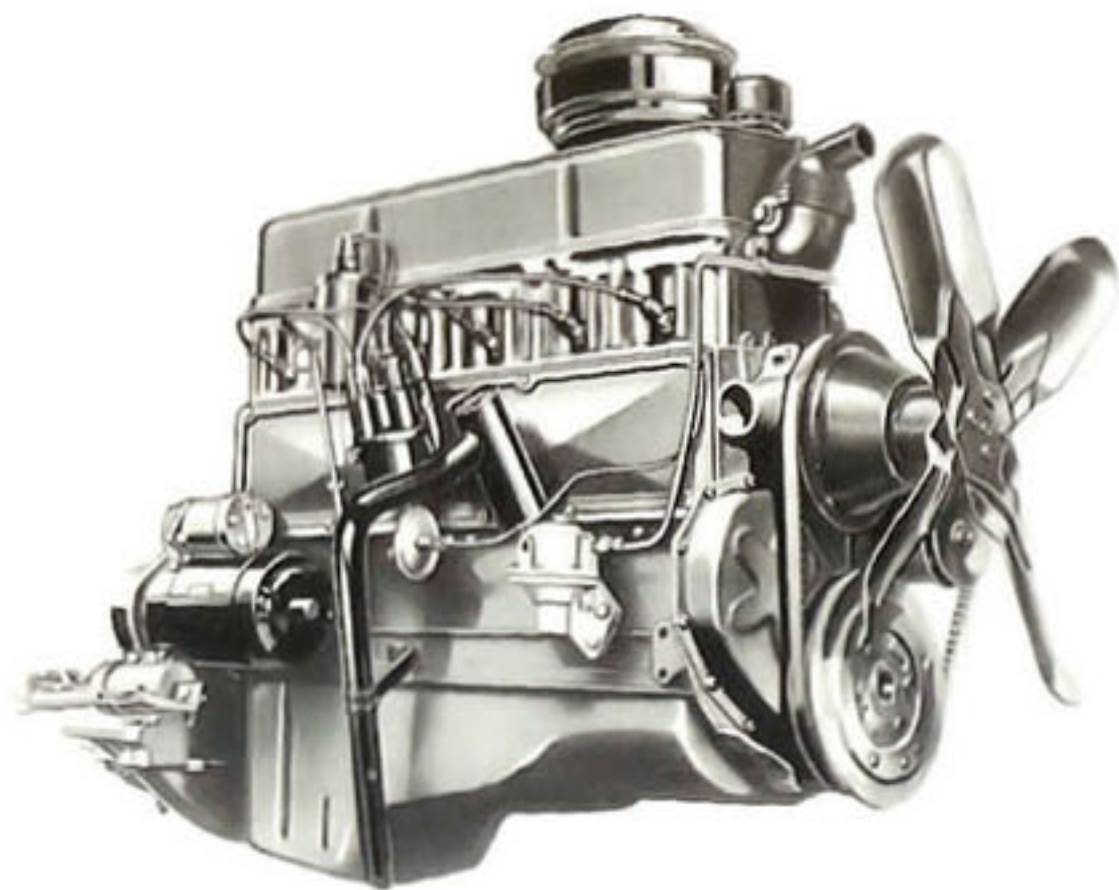


BETTER ALL-AROUND RIDE—Chevy's independent front suspension allows the wheels to absorb road shocks separately, keeping the load on a level with the road. Cargo, truck and driver... all benefit from this new design.



SURE-SAVING

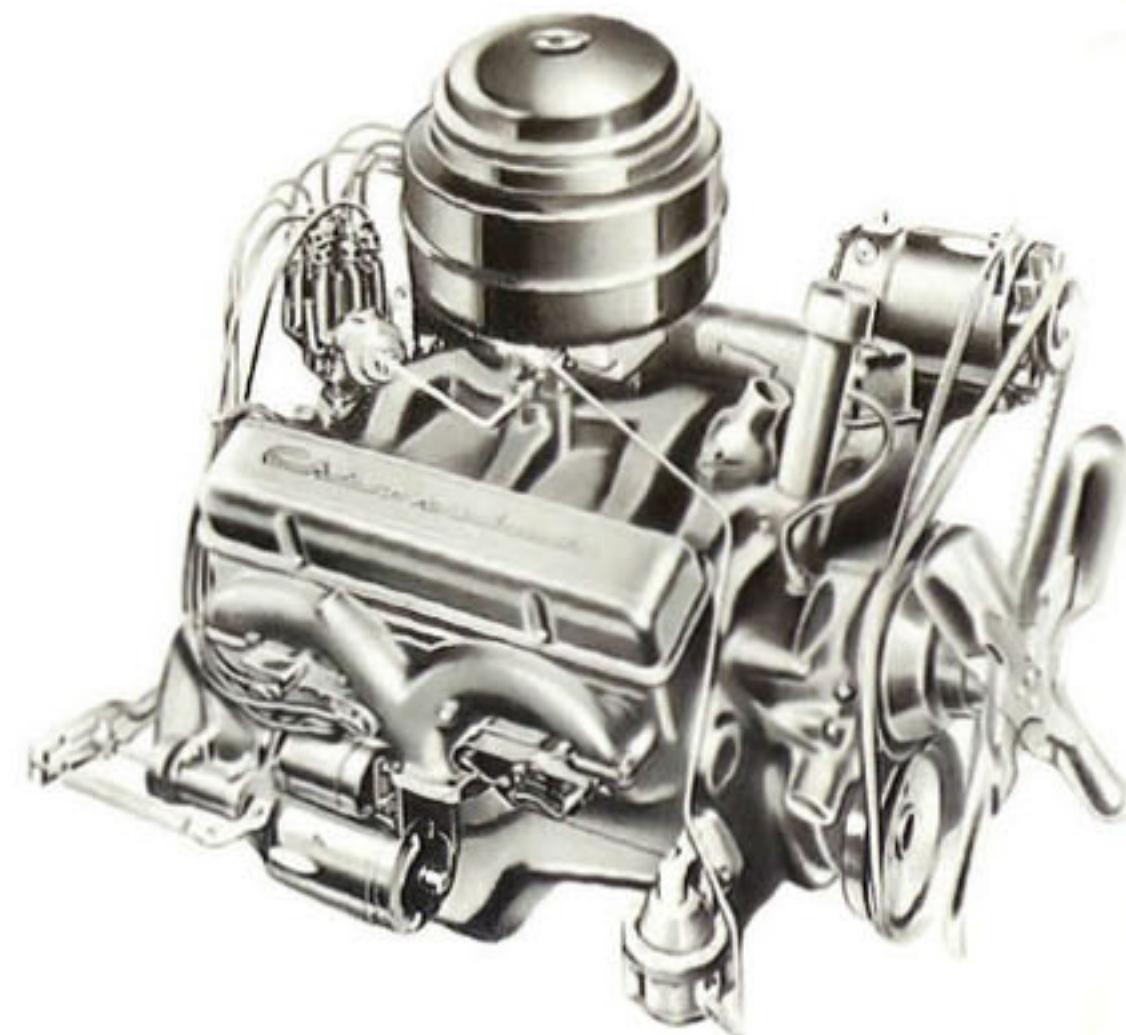
6's



Nothing says gas-saving economy and durability like Chevrolet's famous 135-hp Thriftmaster 6 . . . a proved performer that has powered more payloads than any other engine in the history of hauling. Standard in light-duty Chevis for '61, this advanced 6-cylinder engine squeezes extra power, extra miles from every drop of gas with a high 8.25:1 compression ratio. And you can boost gas economy as much as 10% higher if you specify the Maximum Economy Option (optional at extra cost on Series C14, C15).

POWER-PACKED

V8's



Here's a husky, power-packed V8 (optional at extra cost) that delivers a new brand of performance and economy for light-duty trucks—Chevy's tough Trademaster V8. It boasts the shortest piston stroke in its class for lasting durability and engine efficiency. With a 283-cubic-inch displacement, and wear and maintenance reducing features such as hydraulic valve lifters, full-flow oil filter, oil-bath air cleaner and tough Moraine 100 bearings, you'll find this 160-hp V8 can keep costs down, performance up.

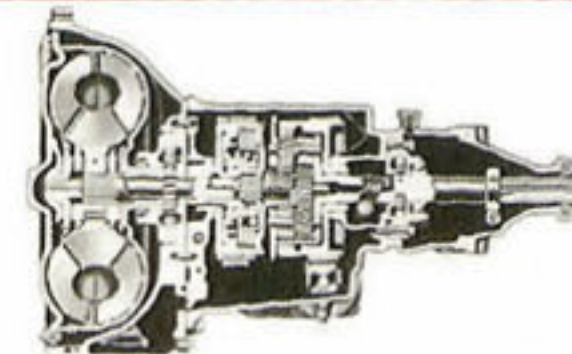
ENGINE features for 1961

FEATURE	THRIFTMASTER 6	TRADEMASTER V8
	PERFORMANCE DATA	
	Displacement 235.5 cu. in.	Displacement 283 cu. in.
	Gross H.P. 135	Gross H.P. 160
	Net H.P. 115	Net H.P. 137
	Gross Torque 217 ft.-lb.	Gross Torque 270 ft.-lb.
	Net Torque 195 ft.-lb.	Net Torque 250 ft.-lb.
ECONOMICAL VALVE-IN-HEAD DESIGN	Valve-in-head design, pioneered by Chevrolet, gives more torque, more power, more efficiency, easier maintenance—more miles per tankful of gasoline.	
TOUGH-BUILT CRANKSHAFT	Drop-forged steel for extra rigidity, toughness and resistance to wear. Fully balanced for smooth performance.	
FULL-PRESSURE LUBRICATION	Chevrolet's lubrication system puts a pressurized film of oil between all critical moving parts—main and connecting rod bearings and camshaft bearings. Valves and timing gears receive metered-pressure lubrication.	
LONG-LIFE VALVES	High-quality steel inlet valves for extra durability. Exhaust valves are made of high alloy steel for extra durability at high temperatures.	
DURABLE PRECISION BEARINGS	Removable, precision type Moraine-100 main and connecting rod bearings; durable and highly resistant to scoring.	
ENGINE-SAVING OIL-BATH AIR CLEANER	Engine is protected from abrasive wear-producing dirt and dust. Filter element and oil bath constantly cleanse air. Oil capacity, 1 pint.	
ECONOMY-CONTOURED CAMSHAFT	Timing and lift of inlet and exhaust valves result in top fuel economy as well as high torque output at normal driving speeds. Saves gasoline in stop-and-go driving.	
POWER-JET CARBURETOR	Rochester single-throat carburetor with dual balanced floats to minimize flooding or waste of gasoline.	Rochester 2-barrel carburetor provides balanced fuel-air mixture to each bank of 4 cylinders.

truck-tough COMPONENTS



SEMI-FLOATING REAR AXLE—On Series C14 and C15 models, load capacity is 3,500 lbs. Strong, quiet-running hypoid gears are matched with Chevy power for top performance at low operating cost.



POWERGLIDE TRANSMISSION—You can concentrate on driving and leave the gear shifting to this heavy-duty automatic truck transmission—owner-proved over millions of miles. Makes deliveries go faster. Optional at extra cost, Series C14, C15, C25 models.



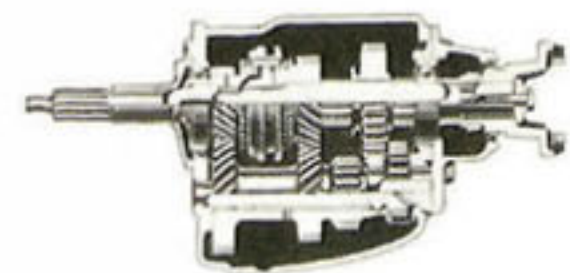
KEY-TURN STARTING—This driver convenience is featured on all 1961 Chevrolet pickups. Does away with inconvenient and unsure engagement. Solenoid starter control automatically keeps starter engaged till engine is running.



TORQUE-ACTION BRAKES—Energized by wheel rotation to produce safe, straight-line stops with minimum pedal pressure. Hydraulic power brakes (available at extra cost) reduce braking effort by 37 percent.



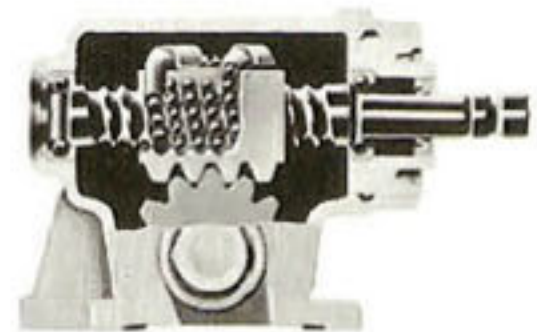
FULL-FLOATING REAR AXLES—One-piece axle housing supports load and absorbs road shocks on Series C20, C30, C40. Axle shafts are only required to transmit driving torque to the rear wheels.



SYNCHRO-MESH TRANSMISSIONS—Smooth, quiet shifting. Heat-treated gears for long service. Series C14, C15 and C25 have 3-speed as standard and heavy-duty 3-speed or 4-speed optional at extra cost. Series C36 and C40 feature 4-speed as standard.



HYDRAULIC CLUTCH CONTROL—Chevrolet's hydraulic clutch system is designed for increased clutch life and smoother shifting. Suspended pedals eliminate dusty floor openings. 10" clutch standard in Series C10, C20, C30; 11" standard in C40's.



EASY BALL-GEAR STEERING—Scores of polished steel balls minimize friction—keep steering light, firm and positive. Universal joint protects steering wheel from road shocks—lessens driver fatigue.

DURABLE BODIES

for big-profit payloads

Sturdy, high-capacity Fleetside!

Fleetside bodies for '61 come in 78- and 98-inch lengths to meet many job requirements. Over six feet in maximum width, they offer 50% greater load space than conventional bodies. The bottom half of the side panels is double walled to protect the exterior from inside dents. Gaintight tailgate has anti-rattle latch with adjustable anchor bolt.

Handy, Sturdi-Bilt Stepside!

Chevrolet Stepside bodies for '61 are designed for maximum utility and spacious cargo capacity. They offer a full 50 inches of unobstructed width. (Body lengths range from 78 to 108 inches.) Running boards on each side provide easy access to the pickup box for convenient loading and unloading.



Husky, truck-built 1961 Chevrolet Stake Bodies

Chevy's stake bodies, available on models C2509, C3609, C4109, and C4309, are built better to last longer on any job. Platforms are of select seasoned wood 1 1/4" thick; bodies are available in 96", 109", and 144" lengths. Stakes and slats of the finest hardwood are joined firmly together by strong bolts and recessed nuts. A durable weatherproof finish covers all wood surfaces. They're '61's best buys in stake bodies.

Wide-swinging side gates on 12' stake bodies save steps, make loading easier. Round-cornered steel rub rail protects platform edge against wear and damage.



Wood subsills between steel channel cross sills and frame provide extra cushioning of load. Stake pockets are steel lined to provide a snug fit for hardwood stakes for years!

SPECIFICATIONS

		SERIES C14 & C15				SERIES C25				SERIES C36				SERIES C40			
GROSS WEIGHT RATINGS	GVW	4300 lb. to 5200 lb.				5500 lb. to 7500 lb.				6700 lb. to 10,000 lb. Φ				10,000 lb. to 14,000 lb.			
	AXLE, FRONT	Type	Independent Suspension				Independent Suspension				Independent Suspension				Independent Suspension		
		Rating	2500 lb.				3000 lb.				3500 lb.				4000 lb.		
AXLE, REAR	Make	Chevrolet				Chevrolet				Chevrolet				Chevrolet			
	Rating	3500 lb.		Positraction, 3500 lb.		5200 lb.		5200 lb.		7200 lb.		7200 lb.		11,000 lb.			
	Ratio	3.90		3.38		3.90		4.57 to 1		5.14 to 1		5.14 to 1		5.43 to 1			
BRAKES, PARKING	Location	Rear Wheels				Rear Wheels				Propeller Shaft				Propeller Shaft			
	Size Front	11" x 2"				11" x 2 1/4"				11" x 2 1/4"				11" x 2 1/4"			
BRAKES, SERVICE	Size Rear	11" x 2"				11" x 2 1/4"				13" x 2 1/2"				15" x 4"			
	Total Lining Area	167 Sq. In.				239 Sq. In.				252 Sq. In.				364 Sq. In.			
	Booster	•				•				7" Hydraulic				11" Diaphragm			
ENGINE	Type	★ Thriftmaster, 6-Cyl.		Trademaster V8		Thriftmaster, 6-Cyl.		Trademaster V8		Thriftmaster, 6-Cyl.		Trademaster V8		Thriftmaster, 6-Cyl.		Trademaster V8	
	Displacement	235.5 Cu. In.		283 Cu. In.		235.5 Cu. In.		283 Cu. In.		235.5 Cu. In.		283 Cu. In.		235.5 Cu. In.		283 Cu. In.	
	Gross Horsepower	135		160		135		160		135		160		135		160	
	Gross Torque	217 Ft.-lb.		270 Ft.-lb.		217 Ft.-lb.		270 Ft.-lb.		217 Ft.-lb.		270 Ft.-lb.		217 Ft.-lb.		270 Ft.-lb.	
	Clutch Dia.; Facing Area (Sq. In.)	10"; 100		11"; 124		10"; 100		11"; 124		10"; 100		11"; 124		11"; 124		11"; 124	
	Cooling Capacity	17 Qt.		17 1/2 Qt.		17 Qt.		17 1/2 Qt.		17 Qt.		17 1/2 Qt.		17 1/2 Qt.		18 Qt.	
FRAME	Side Rail Dimensions; Sec. Mod.	5 1/2" x 2 1/2" x 1/2"; 3.39 (Series C14)				5 1/2" x 2 1/2" x 1/2"; 3.91				7 3/16" x 2 3/4" x 3/16"; 5.09				8 1/4" x 2 1/4" x 3/16"; 6.28 (Series C41)			
		5 1/2" x 2 1/2" x 3/16"; 3.88 (Series C15)												8 3/16" x 2 1/2" x 3/16"; 7.29 (Series C43)			
FUEL TANK	Capacity	18 1/2 Gal.		20 1/2 Gal.		18 1/2 Gal.		20 1/2 Gal.		18 1/2 Gal.		20 1/2 Gal.		18 1/2 Gal.		20 1/2 Gal.	
GENERATOR	Volts; Amps	12; 30		12; 35		12; 30		12; 35		12; 30		12; 35		12; 30		12; 35	
SHOCK ABSORBERS		Front & Rear		HD Front & Rear		Front & Rear		HD Front & Rear		Front		HD Front & Rear		Front		HD Front & Rear	
SPRINGS, FRONT	Type	Torsion				Torsion				Torsion				Torsion			
	Cap. at Ground	1250 lb.		1250 lb.		1500 lb.		1500 lb.		1750 lb.		1750 lb.		2000 lb.			
SPRINGS, REAR	Type; Length & Width	Coil				Coil				Leaf; 52" x 2 1/2"				Leaf; 52" x 2 1/2"			
	No. of Leaves; Cap. at Ground	1250 lb.		2000 lb.		2000 lb.		3000 lb.		8; 2400 lb.		10; 4150 lb.		10; 5000 lb.		12; 6350 lb.	
STEERING	Ball-Gear Ratio; Wheel Dia.	24.0 to 1; 17"				24.0 to 1; 17"				24.0 to 1; 17"				24.0 to 1; 17"			
TIRES	Standard	6.70-15/4PR Front, Single Rear & Spare				7-17.5/6PR Front & Single Rear				8-17.5/6PR Front; 8-17.5/8PR Single Rear				8-19.5/6PR Front & Dual Rear			
	Maximum	7-17.5/6PR Front, Single Rear & Spare				8-19.5/8PR Front & Single Rear				8-17.5/8PR Front & Dual Rear \blacksquare				8-19.5/10PR Front & Dual Rear			
TRANSMISSION	Make	Chevrolet				Chevrolet				Chevrolet				Chevrolet			
	Type	Synchro		HD Synchro		Synchro		Powerglide		Synchro-Mesh		HD Synchro-Mesh		Synchro-Mesh			
	No. of Speeds	3		3		4		2		4		3		4			
WHEELS	Type	6-Stud Disc				8-Stud Disc				8-Stud Disc				5-Stud Disc, Front; 10-Stud Disc, Rear			
	Std. Rim Size; Max. Rim Size	5K; 5.25"				5.25"; 5.25"				5.25"; 5.25"				5.25"; 5.25"			

EQUIPMENT SHOWN IN LIGHT FACE IS ALWAYS OPTIONAL AT EXTRA COST
 * Available as necessary item. * Thriftmaster engine with maximum economy carburetor and 3.38 ratio rear axle available as extra cost option on Series C14 and C15 with standard 3-speed Synchro-Mesh transmission. Φ Max. GVW 7800 lb. for Series C36 Pickup. \blacksquare Dual rear tires not available on Pickup. Max. tires on C36 Pickup are 8-19.5/10PR front and single rear. Φ Low cut-in type.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models.
 CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT 2, MICHIGAN

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FLEETSIDE PICKUPS			STEPSIDE PICKUPS		
MODEL	WHEEL-BASE	BODY LENGTH (L)	MODEL	WHEEL-BASE	BODY LENGTH (L)
C1434	115"	78 1/4"	C1404	115"	78 1/4"
C1534	127"	98"	C1504	127"	98"
C2534	127"	98"	C2504	127"	98"
			C3604	133"	108 1/4"



SNUG-FITTING TAILGATE—All Chevrolet pickups have gaintight tailgates to reduce spillage of bulk loads, such as grain or sand. Tight fit takes the roughest roads with minimum cargo loss.

EXTRA-LONG LOAD SUPPORT—When lowered to a level with the floor, this tough-built tailgate supports long loads with ease. Reinforced side pockets are provided for racks or side boards.

RECESSED SKID STRIPS—Chevrolet pickups have durable wood floors. Steel skid strips make it easy to slide cargo when loading or unloading. Skid strips are recessed in the select-wood floor.



LONG-LASTING STAKE BODY FLOOR—Select wood planks, 1 1/4" thick, form a tough long-lasting floor for big, rough cargoes. Recessed steel skid strips let loads slide smoothly in and out, add to floor life. Recessed bolts anchor the platform firmly to the steel cross sills.

CHEVROLET DEALER INSTALLED CUSTOM FEATURES

In addition to the many factory options available, Chevy also offers a full line of dealer installed custom features for extra comfort, convenience, and safety on the job. Here is a list of some of these high-quality custom features:

- Air conditioner
- Bumper guards
- Directional signals
- Flags
- Flares
- Grille guards
- Heaters
- Marker lights
- Mirrors
- Mud flaps
- Radios
- Reflectors
- Safelylight
- Seat belts
- Sun visors
- Windshield washers

CHEVROLET TRUCKS

1961

worth more because they work more!

